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maneu was unattractive, the progress being rather slow and unevenful in the development stage of the games, but as an exhibition mental effort and for the connoisseur it was unique, and almost painful to contemplate. The twenty-one boards filled half of the spacious hall in width, occupied by all but first-class players, and with his face to the wall sat the pale-faced, intellectual American, announcing the moves in the German notation with unerring accuracy. He lost the first game—Bishop's Gambit—by an oversight almost in the opening; but no advantage was discernible on the other boards until after about four hours' play, when an adjournment of half-an-hour took place. The games lasted until two o'clock a.m., with the final score:—The blindfold player won three games, lost seven, and drew eleven. It must not be forgotten that he is a competitor in the Masters' Tournament, and that he came this morning at the appointed time, nine o'clock, to play the opponent drawn against him. At the close of the *sieste* he received an enthusiastic ovation, and was carried down into the lower room on the shoulders of pressing admirers.

The following is a game—on Evans Gambit—between the two great masters, Kolisch and Anderssen; the comments are by Dr Shapiro in *The Baltimore American*:

White, Baron Kolisch. Black, Anderssen.  
1 P-K4 B P-K4  
2 K-K B P-K4  
3 P-B4 P-B4  
4 P-Q4 P-Q4  
5 P-B4 P-B4  
6 P-Q4 P-Q4  
7 Q-K5 Q-K5  
8 Q-K5 Q-K5  
9 P-K5 P-K5  
10 K-K P P-K5  
11 K-K P P-K5  
12 Q-K5 Q-K5  
13 Q-K5 Q-K5  
14 B-R5 B-R5  
15 Q-R5 Q-R5  
16 R-P5 R-P5  
17 P-K6 ch K-B5  
18 P-P K-B5  
19 K-P ch K-P5  
20 Q-K6 ch K-Q5  
21 R-Q5 ch K-R5  
22 R-K6 ch K-B5  
23 R-K6 ch K-B5  
24 R-K6 ch K-B5  
25 R-K6 ch K-B5  
26 R-K6 ch K-B5  
27 Q-B4 ch K-R5  
28 Q-R4 ch K-R5  
29 R-K6 ch K-B5  
30 Q-B4 ch K-R5  
31 R-B5 ch K-B5  
32 R-K6 ch K-B5  
33 R-K6 ch K-B5  
34 Q-B4 Resigns.

(a) Subsequent to the time when this match was played, the combination was 16. K-K5, 17. B-R5, 18. Q-R5, 19. Q-Q5, 20. K-K5, which is preferable to the counterattack at once.  
(b) Threatening to win the Q by K-R4.  
(c) There is no time for this. 14 Castles is preferable, although, even if the White would now have the better game, the continuation might have been 15 K-R5, 16 Q-Q5, 17 K-R5, 18 Q-Q5, 19 K-R5, 20 Q-Q5, 21 K-R5, 22 Q-Q5, 23 K-R5, 24 Q-Q5, 25 K-R5, 26 Q-Q5, 27 K-R5, 28 Q-Q5, 29 K-R5, 30 Q-Q5, 31 K-R5, 32 Q-Q5, 33 K-R5, 34 Q-Q5, 35 K-R5, 36 Q-Q5, 37 K-R5, 38 Q-Q5, 39 K-R5, 40 Q-Q5, 41 K-R5, 42 Q-Q5, 43 K-R5, 44 Q-Q5, 45 K-R5, 46 Q-Q5, 47 K-R5, 48 Q-Q5, 49 K-R5, 50 Q-Q5, 51 K-R5, 52 Q-Q5, 53 K-R5, 54 Q-Q5, 55 K-R5, 56 Q-Q5, 57 K-R5, 58 Q-Q5, 59 K-R5, 60 Q-Q5, 61 K-R5, 62 Q-Q5, 63 K-R5, 64 Q-Q5, 65 K-R5, 66 Q-Q5, 67 K-R5, 68 Q-Q5, 69 K-R5, 70 Q-Q5, 71 K-R5, 72 Q-Q5, 73 K-R5, 74 Q-Q5, 75 K-R5, 76 Q-Q5, 77 K-R5, 78 Q-Q5, 79 K-R5, 80 Q-Q5, 81 K-R5, 82 Q-Q5, 83 K-R5, 84 Q-Q5, 85 K-R5, 86 Q-Q5, 87 K-R5, 88 Q-Q5, 89 K-R5, 90 Q-Q5, 91 K-R5, 92 Q-Q5, 93 K-R5, 94 Q-Q5, 95 K-R5, 96 Q-Q5, 97 K-R5, 98 Q-Q5, 99 K-R5, 100 Q-Q5, 101 K-R5, 102 Q-Q5, 103 K-R5, 104 Q-Q5, 105 K-R5, 106 Q-Q5, 107 K-R5, 108 Q-Q5, 109 K-R5, 110 Q-Q5, 111 K-R5, 112 Q-Q5, 113 K-R5, 114 Q-Q5, 115 K-R5, 116 Q-Q5, 117 K-R5, 118 Q-Q5, 119 K-R5, 120 Q-Q5, 121 K-R5, 122 Q-Q5, 123 K-R5, 124 Q-Q5, 125 K-R5, 126 Q-Q5, 127 K-R5, 128 Q-Q5, 129 K-R5, 130 Q-Q5, 131 K-R5, 132 Q-Q5, 133 K-R5, 134 Q-Q5, 135 K-R5, 136 Q-Q5, 137 K-R5, 138 Q-Q5, 139 K-R5, 140 Q-Q5, 141 K-R5, 142 Q-Q5, 143 K-R5, 144 Q-Q5, 145 K-R5, 146 Q-Q5, 147 K-R5, 148 Q-Q5, 149 K-R5, 150 Q-Q5, 151 K-R5, 152 Q-Q5, 153 K-R5, 154 Q-Q5, 155 K-R5, 156 Q-Q5, 157 K-R5, 158 Q-Q5, 159 K-R5, 160 Q-Q5, 161 K-R5, 162 Q-Q5, 163 K-R5, 164 Q-Q5, 165 K-R5, 166 Q-Q5, 167 K-R5, 168 Q-Q5, 169 K-R5, 170 Q-Q5, 171 K-R5, 172 Q-Q5, 173 K-R5, 174 Q-Q5, 175 K-R5, 176 Q-Q5, 177 K-R5, 178 Q-Q5, 179 K-R5, 180 Q-Q5, 181 K-R5, 182 Q-Q5, 183 K-R5, 184 Q-Q5, 185 K-R5, 186 Q-Q5, 187 K-R5, 188 Q-Q5, 189 K-R5, 190 Q-Q5, 191 K-R5, 192 Q-Q5, 193 K-R5, 194 Q-Q5, 195 K-R5, 196 Q-Q5, 197 K-R5, 198 Q-Q5, 199 K-R5, 200 Q-Q5, 201 K-R5, 202 Q-Q5, 203 K-R5, 204 Q-Q5, 205 K-R5, 206 Q-Q5, 207 K-R5, 208 Q-Q5, 209 K-R5, 210 Q-Q5, 211 K-R5, 212 Q-Q5, 213 K-R5, 214 Q-Q5, 215 K-R5, 216 Q-Q5, 217 K-R5, 218 Q-Q5, 219 K-R5, 220 Q-Q5, 221 K-R5, 222 Q-Q5, 223 K-R5, 224 Q-Q5, 225 K-R5, 226 Q-Q5, 227 K-R5, 228 Q-Q5, 229 K-R5, 230 Q-Q5, 231 K-R5, 232 Q-Q5, 233 K-R5, 234 Q-Q5, 235 K-R5, 236 Q-Q5, 237 K-R5, 238 Q-Q5, 239 K-R5, 240 Q-Q5, 241 K-R5, 242 Q-Q5, 243 K-R5, 244 Q-Q5, 245 K-R5, 246 Q-Q5, 247 K-R5, 248 Q-Q5, 249 K-R5, 250 Q-Q5, 251 K-R5, 252 Q-Q5, 253 K-R5, 254 Q-Q5, 255 K-R5, 256 Q-Q5, 257 K-R5, 258 Q-Q5, 259 K-R5, 260 Q-Q5, 261 K-R5, 262 Q-Q5, 263 K-R5, 264 Q-Q5, 265 K-R5, 266 Q-Q5, 267 K-R5, 268 Q-Q5, 269 K-R5, 270 Q-Q5, 271 K-R5, 272 Q-Q5, 273 K-R5, 274 Q-Q5, 275 K-R5, 276 Q-Q5, 277 K-R5, 278 Q-Q5, 279 K-R5, 280 Q-Q5, 281 K-R5, 282 Q-Q5, 283 K-R5, 284 Q-Q5, 285 K-R5, 286 Q-Q5, 287 K-R5, 288 Q-Q5, 289 K-R5, 290 Q-Q5, 291 K-R5, 292 Q-Q5, 293 K-R5, 294 Q-Q5, 295 K-R5, 296 Q-Q5, 297 K-R5, 298 Q-Q5, 299 K-R5, 300 Q-Q5, 301 K-R5, 302 Q-Q5, 303 K-R5, 304 Q-Q5, 305 K-R5, 306 Q-Q5, 307 K-R5, 308 Q-Q5, 309 K-R5, 310 Q-Q5, 311 K-R5, 312 Q-Q5, 313 K-R5, 314 Q-Q5, 315 K-R5, 316 Q-Q5, 317 K-R5, 318 Q-Q5, 319 K-R5, 320 Q-Q5, 321 K-R5, 322 Q-Q5, 323 K-R5, 324 Q-Q5, 325 K-R5, 326 Q-Q5, 327 K-R5, 328 Q-Q5, 329 K-R5, 330 Q-Q5, 331 K-R5, 332 Q-Q5, 333 K-R5, 334 Q-Q5, 335 K-R5, 336 Q-Q5, 337 K-R5, 338 Q-Q5, 339 K-R5, 340 Q-Q5, 341 K-R5, 342 Q-Q5, 343 K-R5, 344 Q-Q5, 345 K-R5, 346 Q-Q5, 347 K-R5, 348 Q-Q5, 349 K-R5, 350 Q-Q5, 351 K-R5, 352 Q-Q5, 353 K-R5, 354 Q-Q5, 355 K-R5, 356 Q-Q5, 357 K-R5, 358 Q-Q5, 359 K-R5, 360 Q-Q5, 361 K-R5, 362 Q-Q5, 363 K-R5, 364 Q-Q5, 365 K-R5, 366 Q-Q5, 367 K-R5, 368 Q-Q5, 369 K-R5, 370 Q-Q5, 371 K-R5, 372 Q-Q5, 373 K-R5, 374 Q-Q5, 375 K-R5, 376 Q-Q5, 377 K-R5, 378 Q-Q5, 379 K-R5, 380 Q-Q5, 381 K-R5, 382 Q-Q5, 383 K-R5, 384 Q-Q5, 385 K-R5, 386 Q-Q5, 387 K-R5, 388 Q-Q5, 389 K-R5, 390 Q-Q5, 391 K-R5, 392 Q-Q5, 393 K-R5, 394 Q-Q5, 395 K-R5, 396 Q-Q5, 397 K-R5, 398 Q-Q5, 399 K-R5, 400 Q-Q5, 401 K-R5, 402 Q-Q5, 403 K-R5, 404 Q-Q5, 405 K-R5, 406 Q-Q5, 407 K-R5, 408 Q-Q5, 409 K-R5, 410 Q-Q5, 411 K-R5, 412 Q-Q5, 413 K-R5, 414 Q-Q5, 415 K-R5, 416 Q-Q5, 417 K-R5, 418 Q-Q5, 419 K-R5, 420 Q-Q5, 421 K-R5, 422 Q-Q5, 423 K-R5, 424 Q-Q5, 425 K-R5, 426 Q-Q5, 427 K-R5, 428 Q-Q5, 429 K-R5, 430 Q-Q5, 431 K-R5, 432 Q-Q5, 433 K-R5, 434 Q-Q5, 435 K-R5, 436 Q-Q5, 437 K-R5, 438 Q-Q5, 439 K-R5, 440 Q-Q5, 441 K-R5, 442 Q-Q5, 443 K-R5, 444 Q-Q5, 445 K-R5, 446 Q-Q5, 447 K-R5, 448 Q-Q5, 449 K-R5, 450 Q-Q5, 451 K-R5, 452 Q-Q5, 453 K-R5, 454 Q-Q5, 455 K-R5, 456 Q-Q5, 457 K-R5, 458 Q-Q5, 459 K-R5, 460 Q-Q5, 461 K-R5, 462 Q-Q5, 463 K-R5, 464 Q-Q5, 465 K-R5, 466 Q-Q5, 467 K-R5, 468 Q-Q5, 469 K-R5, 470 Q-Q5, 471 K-R5, 472 Q-Q5, 473 K-R5, 474 Q-Q5, 475 K-R5, 476 Q-Q5, 477 K-R5, 478 Q-Q5, 479 K-R5, 480 Q-Q5, 481 K-R5, 482 Q-Q5, 483 K-R5, 484 Q-Q5, 485 K-R5, 486 Q-Q5, 487 K-R5, 488 Q-Q5, 489 K-R5, 490 Q-Q5, 491 K-R5, 492 Q-Q5, 493 K-R5, 494 Q-Q5, 495 K-R5, 496 Q-Q5, 497 K-R5, 498 Q-Q5, 499 K-R5, 500 Q-Q5, 501 K-R5, 502 Q-Q5, 503 K-R5, 504 Q-Q5, 505 K-R5, 506 Q-Q5, 507 K-R5, 508 Q-Q5, 509 K-R5, 510 Q-Q5, 511 K-R5, 512 Q-Q5, 513 K-R5, 514 Q-Q5, 515 K-R5, 516 Q-Q5, 517 K-R5, 518 Q-Q5, 519 K-R5, 520 Q-Q5, 521 K-R5, 522 Q-Q5, 523 K-R5, 524 Q-Q5, 525 K-R5, 526 Q-Q5, 527 K-R5, 528 Q-Q5, 529 K-R5, 530 Q-Q5, 531 K-R5, 532 Q-Q5, 533 K-R5, 534 Q-Q5, 535 K-R5, 536 Q-Q5, 537 K-R5, 538 Q-Q5, 539 K-R5, 540 Q-Q5, 541 K-R5, 542 Q-Q5, 543 K-R5, 544 Q-Q5, 545 K-R5, 546 Q-Q5, 547 K-R5, 548 Q-Q5, 549 K-R5, 550 Q-Q5, 551 K-R5, 552 Q-Q5, 553 K-R5, 554 Q-Q5, 555 K-R5, 556 Q-Q5, 557 K-R5, 558 Q-Q5, 559 K-R5, 560 Q-Q5, 561 K-R5, 562 Q-Q5, 563 K-R5, 564 Q-Q5, 565 K-R5, 566 Q-Q5, 567 K-R5, 568 Q-Q5, 569 K-R5, 570 Q-Q5, 571 K-R5, 572 Q-Q5, 573 K-R5, 574 Q-Q5, 575 K-R5, 576 Q-Q5, 577 K-R5, 578 Q-Q5, 579 K-R5, 580 Q-Q5, 581 K-R5, 582 Q-Q5, 583 K-R5, 584 Q-Q5, 585 K-R5, 586 Q-Q5, 587 K-R5, 588 Q-Q5, 589 K-R5, 590 Q-Q5, 591 K-R5, 592 Q-Q5, 593 K-R5, 594 Q-Q5, 595 K-R5, 596 Q-Q5, 597 K-R5, 598 Q-Q5, 599 K-R5, 600 Q-Q5, 601 K-R5, 602 Q-Q5, 603 K-R5, 604 Q-Q5, 605 K-R5, 606 Q-Q5, 607 K-R5, 608 Q-Q5, 609 K-R5, 610 Q-Q5, 611 K-R5, 612 Q-Q5, 613 K-R5, 614 Q-Q5, 615 K-R5, 616 Q-Q5, 617 K-R5, 618 Q-Q5, 619 K-R5, 620 Q-Q5, 621 K-R5, 622 Q-Q5, 623 K-R5, 624 Q-Q5, 625 K-R5, 626 Q-Q5, 627 K-R5, 628 Q-Q5, 629 K-R5, 630 Q-Q5, 631 K-R5, 632 Q-Q5, 633 K-R5, 634 Q-Q5, 635 K-R5, 636 Q-Q5, 637 K-R5, 638 Q-Q5, 639 K-R5, 640 Q-Q5, 641 K-R5, 642 Q-Q5, 643 K-R5, 644 Q-Q5, 645 K-R5, 646 Q-Q5, 647 K-R5, 648 Q-Q5, 649 K-R5, 650 Q-Q5, 651 K-R5, 652 Q-Q5, 653 K-R5, 654 Q-Q5, 655 K-R5, 656 Q-Q5, 657 K-R5, 658 Q-Q5, 659 K-R5, 660 Q-Q5, 661 K-R5, 662 Q-Q5, 663 K-R5, 664 Q-Q5, 665 K-R5, 666 Q-Q5, 667 K-R5, 668 Q-Q5, 669 K-R5, 670 Q-Q5, 671 K-R5, 672 Q-Q5, 673 K-R5, 674 Q-Q5, 675 K-R5, 676 Q-Q5, 677 K-R5, 678 Q-Q5, 679 K-R5, 680 Q-Q5, 681 K-R5, 682 Q-Q5, 683 K-R5, 684 Q-Q5, 685 K-R5, 686 Q-Q5, 687 K-R5, 688 Q-Q5, 689 K-R5, 690 Q-Q5, 691 K-R5, 692 Q-Q5, 693 K-R5, 694 Q-Q5, 695 K-R5, 696 Q-Q5, 697 K-R5, 698 Q-Q5, 699 K-R5, 700 Q-Q5, 701 K-R5, 702 Q-Q5, 703 K-R5, 704 Q-Q5, 705 K-R5, 706 Q-Q5, 707 K-R5, 708 Q-Q5, 709 K-R5, 710 Q-Q5, 711 K-R5, 712 Q-Q5, 713 K-R5, 714 Q-Q5, 715 K-R5, 716 Q-Q5, 717 K-R5, 718 Q-Q5, 719 K-R5, 720 Q-Q5, 721 K-R5, 722 Q-Q5, 723 K-R5, 724 Q-Q5, 725 K-R5, 726 Q-Q5, 727 K-R5, 728 Q-Q5, 729 K-R5, 730 Q-Q5, 731 K-R5, 732 Q-Q5, 733 K-R5, 734 Q-Q5, 735 K-R5, 736 Q-Q5, 737 K-R5, 738 Q-Q5, 739 K-R5, 740 Q-Q5, 741 K-R5, 742 Q-Q5, 743 K-R5, 744 Q-Q5, 745 K-R5, 746 Q-Q5, 747 K-R5, 748 Q-Q5, 749 K-R5, 750 Q-Q5, 751 K-R5, 752 Q-Q5, 753 K-R5, 754 Q-Q5, 755 K-R5, 756 Q-Q5, 757 K-R5, 758 Q-Q5, 759 K-R5, 760 Q-Q5, 761 K-R5, 762 Q-Q5, 763 K-R5, 764 Q-Q5, 765 K-R5, 766 Q-Q5, 767 K-R5, 768 Q-Q5, 769 K-R5, 770 Q-Q5, 771 K-R5, 772 Q-Q5, 773 K-R5, 774 Q-Q5, 775 K-R5, 776 Q-Q5, 777 K-R5, 778 Q-Q5, 779 K-R5, 780 Q-Q5, 781 K-R5, 782 Q-Q5, 783 K-R5, 784 Q-Q5, 785 K-R5, 786 Q-Q5, 787 K-R5, 788 Q-Q5, 789 K-R5, 790 Q-Q5, 791 K-R5, 792 Q-Q5, 793 K-R5, 794 Q-Q5, 795 K-R5, 796 Q-Q5, 797 K-R5, 798 Q-Q5, 799 K-R5, 800 Q-Q5, 801 K-R5, 802 Q-Q5, 803 K-R5, 804 Q-Q5, 805 K-R5, 806 Q-Q5, 807 K-R5, 808 Q-Q5, 809 K-R5, 810 Q-Q5, 811 K-R5, 812 Q-Q5, 813 K-R5, 814 Q-Q5, 815 K-R5, 816 Q-Q5, 817 K-R5, 818 Q-Q5, 819 K-R5, 820 Q-Q5, 821 K-R5, 822 Q-Q5, 823 K-R5, 824 Q-Q5, 825 K-R5, 826 Q-Q5, 827 K-R5, 828 Q-Q5, 829 K-R5, 830 Q-Q5, 831 K-R5, 832 Q-Q5, 833 K-R5, 834 Q-Q5, 835 K-R5, 836 Q-Q5, 837 K-R5, 838 Q-Q5, 839 K-R5, 840 Q-Q5, 841 K-R5, 842 Q-Q5, 843 K-R5, 844 Q-Q5, 845 K-R5, 846 Q-Q5, 847 K-R5, 848 Q-Q5, 849 K-R5, 850 Q-Q5, 851 K-R5, 852 Q-Q5, 853 K-R5, 854 Q-Q5, 855 K-R5, 856 Q-Q5, 857 K-R5, 858 Q-Q5, 859 K-R5, 860 Q-Q5, 861 K-R5, 862 Q-Q5, 863 K-R5, 864 Q-Q5, 865 K-R5, 866 Q-Q5, 867 K-R5, 868 Q-Q5, 869 K-R5, 870 Q-Q5, 871 K-R5, 872 Q-Q5, 873 K-R5, 874 Q-Q5, 875 K-R5, 876 Q-Q5, 877 K-R5, 878 Q-Q5, 879 K-R5, 880 Q-Q5, 881 K-R5, 882 Q-Q5, 883 K-R5, 884 Q-Q5, 885 K-R5, 886 Q-Q5, 887 K-R5, 888 Q-Q5, 889 K-R5, 890 Q-Q5, 891 K-R5, 892 Q-Q5, 893 K-R5, 894 Q-Q5, 895 K-R5, 896 Q-Q5, 897 K-R5, 898 Q-Q5, 899 K-R5, 900 Q-Q5, 901 K-R5, 902 Q-Q5, 903 K-R5, 904 Q-Q5, 905 K-R5, 906 Q-Q5, 907 K-R5, 908 Q-Q5, 909 K-R5, 910 Q-Q5, 911 K-R5, 912 Q-Q5, 913 K-R5, 914 Q-Q5, 915 K-R5, 916 Q-Q5, 917 K-R5, 918 Q-Q5, 919 K-R5, 920 Q-Q5, 921 K-R5, 922 Q-Q5, 923 K-R5, 924 Q-Q5, 925 K-R5, 926 Q-Q5, 927 K-R5, 928 Q-Q5, 929 K-R5, 930 Q-Q5, 931 K-R5, 932 Q-Q5, 933 K-R5, 934 Q-Q5, 935 K-R5, 936 Q-Q5, 937 K-R5, 938 Q-Q5, 939 K-R5, 940 Q-Q5, 941 K-R5, 942 Q-Q5, 943 K-R5, 944 Q-Q5, 945 K-R5, 946 Q-Q5, 947 K-R5, 948 Q-Q5, 949 K-R5, 950 Q-Q5, 951 K-R5, 952 Q-Q5, 953 K-R5, 954 Q-Q5, 955 K-R5, 956 Q-Q5, 957 K-R5, 958 Q-Q5, 959 K-R5, 960 Q-Q5, 961 K-R5, 962 Q-Q5, 963 K-R5, 964 Q-Q5, 965 K-R5, 966 Q-Q5, 967 K-R5, 968 Q-Q5, 969 K-R5, 970 Q-Q5, 971 K-R5, 972 Q-Q5, 973 K-R5, 974 Q-Q5, 975 K-R5, 976 Q-Q5, 977 K-R5, 978 Q-Q5, 979 K-R5, 980 Q-Q5, 981 K-R5, 982 Q-Q5, 983 K-R5, 984 Q-Q5, 985 K-R5, 986 Q-Q5, 987 K-R5, 988 Q-Q5, 989 K-R5, 990 Q-Q5, 991 K-R5, 992 Q-Q5, 993 K-R5, 994 Q-Q5, 995 K-R5, 996 Q-Q5, 997 K-R5, 998 Q-Q5, 999 K-R5, 1000 Q-Q5, 1001 K-R5, 1002 Q-Q5, 1003 K-R5, 1004 Q-Q5, 1005 K-R5, 1006 Q-Q5, 1007 K-R5, 1008 Q-Q5, 1009 K-R5, 1010 Q-Q5, 1011 K-R5, 1012 Q-Q5, 1013 K-R5, 1014 Q-Q5, 1015 K-R5, 1016 Q-Q5, 1017 K-R5, 1018 Q-Q5, 1019 K-R5, 1020 Q-Q5, 1021 K-R5, 1022 Q-Q5, 1023 K-R5, 1024 Q-Q5, 1025 K-R5, 1026 Q-Q5, 1027 K-R5, 1028 Q-Q5, 1029 K-R5, 1030 Q-Q5, 1031 K-R5, 1032 Q-Q5, 1033 K-R5, 1034 Q-Q5, 1035 K-R5, 1036 Q-Q5, 1037 K-R5, 1038 Q-Q5, 1039 K-R5, 1040 Q-Q5, 1041 K-R5, 1042 Q-Q5, 1043 K-R5, 1044 Q-Q5, 1045 K-R5, 1046 Q-Q5, 1047 K-R5, 1048 Q-Q5, 1049 K-R5, 1050 Q-Q5, 1051 K-R5, 1052 Q-Q5, 1053 K-R5, 1054 Q-Q5, 1055 K-R5, 1056 Q-Q5, 1057 K-R5, 1058 Q-Q5, 1059 K-R5, 1060 Q-Q5, 1061 K-R5, 1062 Q-Q5, 1063 K-R5, 1064 Q-Q5, 1065 K-R5, 1066 Q-Q5, 1067 K-R5, 1068 Q-Q5, 1069 K-R5, 1070 Q-Q5, 1071 K-R5, 1072 Q-Q5, 1073 K-R5, 1074 Q-Q5, 1075 K-R5, 1076 Q-Q5, 1077 K-R5, 1078 Q-Q5, 1079 K-R5, 1080 Q-Q5, 1081 K-R5, 1082 Q-Q5, 1083 K-R5, 1084 Q-Q5, 1085 K-R5, 1086 Q-Q5, 1087 K-R5, 1088 Q-Q5, 1089 K-R5, 1090 Q-Q5, 1091 K-R5, 1092 Q-Q5, 1093 K-R5, 1094 Q-Q5, 1095 K-R5, 1096 Q-Q5, 1097 K-R5, 1098 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**Furniture  
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DRAWING-ROOM,  
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FURNITURE.

ELECTRO-PLATED,  
GLASS and  
CHINA WARES.

PASTEUR'S MICROBE-  
PROOF FILTERS,  
BOCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.

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KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.

**WM. POWELL,**

28 & 34, Queen's Road

**General -  
Drapers -  
and -  
Outfitters**

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New Stock of Chiffon and  
Net Ruffles in all the  
Latest Shapes.

**'Ping Pong.'**  
Complete sets, ranging  
in Price from \$1 to  
\$15.

**DRESSMAKING**  
A SPECIALITY.  
All cutting executed by  
an experienced  
Dressmaker.

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**SEASONABLE  
WINES.**

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LIGHT HOCKS ..... \$ 6.50 to \$19.00  
WHITE WINES ..... 8.00 " 13.00  
CLARETS ..... 4.50 " 13.00  
ST. LEON TONIC  
WINE ..... 21.00  
BURGUNDIES ..... 14.00 " 30.00

**H. PRICE & CO.,**  
12, Queen's Road.

**MEMOS. FOR MONDAY.**

11.30 p.m. - Meeting of Shareholders of  
The Hongkong Cotton Spinning,  
Weaving, and Dyeing Co., Ltd., at  
Messrs. Jardine, Matheson & Co.'s  
Office.

Noon. - Tenders for Cupboards received  
by Naval Store Officer, close.

Miscellaneous.  
Goods per *Osaka* unclaimed after Noon  
on this date subject to rent and land-  
ing charges.

**General Memoranda.**

Tuesday, September 16 -  
Noon. - Auction of 210 tons Cardiff Coals,  
at Hongkong and Kowloon Wharf and  
Godown Co.'s Storage Yard, Yau-mat.  
9 p.m. - Meeting of Perseverance Lodge.

Wednesday, September 17 -  
3 p.m. - Auction of Household and Office  
Furniture, at No. 28, Gage Street.

Thursday, September 18 -  
Goods per *Siles* unclaimed after this  
date subject to rent.

Friday, September 19 -  
Goods per *Edith* not cleared at 4 p.m.  
on this date subject to rent.

Saturday, September 20 -  
Noon. - Meeting of Shareholders of The  
Douglas Steamship Co., Ltd., at the  
Company's Office.

**CHAMBERLAIN'S COUGH REMEDY**  
Is a cure for severe colds, persistent  
coughs and a preventive of pneumonia.  
It is the mother's favorite for whooping  
cough. It always cures and cures quickly.  
For sale by All Dealers; WATKINS Ltd.,  
General Agents.



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LIMITED.**

Established A.D. 1841.

**WINE & SPIRIT MERCHANT**

**WATSON'S**

**VERY OLD LIQUEUR**

**SCOTCH - -  
WHISKY.**

**Our Celebrated 'E' Liqueur SCOTCH**

WHISKY is a Blend of the Finest

WHISKIES distilled in SCOTLAND

Specially selected. It is of great age.

Very fine and Mellow.

Its superior quality has established

its reputation as the LEADING

SCOTCH WHISKY IN THE EAST.

Per Dozen ..... \$15.00.

**A. S. WATSON & Co., Limited,**

THE HONGKONG DISPENSARY.

**BIRTHS.**

On August 9, at Birkenhead, the wife of  
W. P. KIRK, J.L.M. a Consul at Wuhu, of a  
Son.

On the 10th August, at 5 Balfour Road,  
Highbury, London, the wife of E. CONNELL,  
WALL LEWIS, Acting Postmaster General,  
of a Son.

On the 8th September, at No. 9, Mark-  
ham Road, Shanghai, the wife of T. A.  
STANDISH, of a Son.

**MARRIAGE.**  
On August 7, at St. Stephen's, Gloucester-  
road, T. G. MACLAREN, Captain, King's  
Own Scottish Borderers, to MABEL, third  
daughter of Jasper Young, of Garroch,  
Kirkcubrightshire, N.B., and 74, Gloucester-  
road, S. Kensington.

**DEATH.**  
On August 7, at Hotel Cecil, London,  
ALEXANDER MICHIE, aged 69 years.

The publication of this issue commenced  
at 4.20 p.m.

**The China Mail.**

HONGKONG, SATURDAY, SEPTEMBER 13, 1902.

**THE  
PUBLICATIONS OF HONGKONG.**

[CONTINUED.]

That men hold divergent opinions as to  
the uses and abuses of narcotics and  
alcoholic stimulants is well known.

Some affirm, moreover, that where pro-  
hibition obtains throughout a State the  
surprising drinking is so general that it  
practically makes the law a dead letter.

On the other hand, quite the  
contrary is maintained. Again many  
aver that Sunday closing is of little or  
no value, because habitual drinkers will  
purchase what they need on the previous  
day, and so the scenes that ought to be  
confined to the saloon are transferred to  
the homes of the people. On the other  
side, the opposite view is asserted, and  
many contend that Sunday closing is  
a great boon. But whilst there is this  
divergence of opinion on certain  
aspects of the drink question, many  
reasonable and patriotic men think that  
the 'Trade,' with its ramifications, in-  
fluence and wealth, threatens the well-  
being of the State, and, at home, con-  
siderable uneasiness prevails. This is  
evident, not only from the attitude of  
professionally temperance reformers, but  
also from the recent Commission that  
has sat on the drink question, and con-  
sequent attempts at legislation. Children  
are now prohibited from visiting public  
houses to fetch beer in open vessels,  
which is a step in the right direction.

That there is a large quantity of  
alcoholic liquors consumed in Hong-  
kong is evident to everybody that has  
paid any attention to the subject, and  
those who know what is transpiring be-  
hind the ken of the man of the street,  
are convinced that much ill-health, in-  
competence for duty, and misery result  
therefrom. The licensing laws of Hong-  
kong have recently been amended, but  
as far as we are aware the changes in-  
troduced have tended for the most part  
only to increase the revenue arising  
from the sale of intoxicants rather than  
to make it increasingly difficult for men  
to obtain them. For example, the  
publican, when the annual value of his  
property is \$4,100 must now pay pe-  
riodically \$800 instead of \$480, and the  
holder of a grocer's license must pay  
\$500 instead of the old fee of \$240.

But, after all, this amounts to little  
more than increasing the licensing fee  
according to the ratio of the declining  
dollar. There are some who think that  
here in Hongkong there are too many  
public houses and far too many grocers'  
licenses. The former of these are fre-  
quented for the most part, if not entire-  
ly, by the men of both branches of H.  
M. Services and certain of the mercan-  
tile marine. They are not conducted,  
we believe, to any extent by Britishers,  
and the foreigners who control them  
simply desire to make a competence, and  
then retire from this island of ague and  
dengue. Now, a moment's consideration  
will convince most people that it is not  
necessary to supply these saloons for  
this class of customer, for both Army  
and Navy authorities supply canteens,  
where men can get all they need, and  
everybody knows that the mercantile  
marine who frequent these places spend  
money that they can ill afford to lose.

It is sometimes affirmed that men can-  
not be made sober by legislation. This  
is true. Yet it is the presence of the  
rabbit that attracts the poacher, and  
were there no game, there would be no  
poachers. Recently, some temperance  
reformers approached Lord Salisbury in  
order to induce him to lessen the num-  
ber of public houses on his estate. His  
reply was characteristic, and savoured  
of the *Saturday Review* in its most sar-  
castic strain. 'His Lordship is reported  
to have replied: 'In Hatfield house there  
are forty bedrooms, yet I never feel dis-

posed to use more than one on any even-  
ing.' The reply was witty, but was not  
conclusive. This question may be a  
difficult one, nevertheless, conviction is  
pressed upon us that many of these  
saloons are unnecessary, and might with  
advantage be closed.

Grocers' licenses are for the most part  
held by Chinese store-keepers whose sole  
object is to sell beer and spirits to be  
consumed off the premises in order that  
they may fill their own pockets. In  
Great Britain a great deal of dissatis-  
faction has lately been expressed in re-  
gard to grocers' licenses, because they  
tend to foster surreptitious drinking,  
especially among the women of the work-  
ing classes who ought to be protected  
from this dire evil. If this is true in  
England, it is equally true here in  
Hongkong. That a large quantity of all  
kinds of alcoholic liquors is consumed  
in the houses and lodgings of  
Europeans must be assumed  
from the assortment of spirits with  
which these Chinese stores are  
stocked. We do not think it the high-  
est wisdom to offer so many facilities  
for men to have strong drink in their  
dwellings, and were there fewer op-  
portunities of procuring it, probably  
there would be less drunk. It appears  
that one of the worst results of these  
grocers' licenses is that shopkeepers sell  
bottled spirits to men of H. M. Navy,  
when, in many cases, they have already  
had more than is good for them. It  
would seem to us that it should be  
made illegal to sell spirits under any  
conditions to soldiers and bluejackets,  
for there is no excuse for this, as the  
regulation canteens are always near  
by, where the men can be supplied  
with all they need. That these store-  
keepers do sell liquor to men who are  
the worse for drink we know, and we  
have been informed that frequently  
men seek beds in the new Sailors' and  
Soldiers' Home, who stow away bot-  
tles of spirits under their jumpers, and  
unless a strict supervision is kept, it  
is difficult to avoid unpleasant experi-  
ences. It is obvious to all well-wishers  
of our brave defenders that a system  
that offers every facility to men, in  
some cases under the influence of drink,  
to convey to their bedrooms large bot-  
tles of beer and spirits is by no means  
a perfect one and ought to be amended.

The licensing laws of Hongkong, as  
far as they go, appear to be stringent.  
We have failed, however, to notice any  
provision for the closing of drinking  
saloons on Sundays, during the hours  
of Divine Service. Perhaps, because  
Church-going is not a strong passion  
in Hongkong, such a provision was  
deemed unnecessary. It may be that  
it has escaped our notice. One of the  
licensing regulations is that no person  
shall be allowed to become drunk on  
the premises, nor shall liquor be  
supplied to any person who is drunk.

Yet men get drunk somewhere, and  
those who have to do with large masses  
of men know that this is so, and deeply  
regret it. Who is to blame? On the  
whole, seeing that all legitimate provi-  
sion is made for the needs of men who  
now frequent the drinking saloons of  
Hongkong, in the official canteens, we  
venture to think that it would be  
a gain to the Colony if many of these  
public houses were closed. We believe,  
too, that fewer grocers' licenses should  
be granted to Chinese storekeepers, and  
further, it should be made illegal to sell  
bottled beer and spirits to men of H.  
M. Services, seeing that there can be  
absolutely no necessity for this, and  
further, the men to whom this drink is  
sold have often had enough already.

We frankly admit that the subject is  
one that bristles with difficulty, but,  
on the other hand, we fail to see that any-  
body's rights would be infringed by  
reforms along the lines here indicated,  
whilst good would certainly arise there-  
from.

**A Surprise Party.**

Yesterday (says the *Bangkok Times* of  
the 28th ult.) was the eighteenth anniv-  
ersary of the wedding of the American  
Minister and Mrs. Hamilton King. The  
Americans in Bangkok felt it was an  
occasion that deserved to be fittingly  
celebrated, and a surprise party was ar-  
ranged. Towards dinner time last evening  
they accordingly invaded the Legation in a  
body. In accordance with the traditional  
usage of the surprise party, we believe they  
brought their own dinners with them -  
they numbered some forty-four in all.

Anyhow they had a most successful evening.  
They demonstrated the high regard in  
which Mr. and Mrs. Hamilton King are  
held, and though the whole thing was  
quite impromptu they got through a most  
entertaining programme. It was really a  
case for congratulations all round.

**LOCAL AND GENERAL.**

**Notes by the Way.**  
Ras Makonnen has been gazetted a  
Commander of the Order of St. Michael  
and St. George.

The death is announced of Mr G. F.  
Vernon, formerly one of the leading am-  
ateur cricketers of England.

It is notified in the *Government Gazette*  
that Mr J. H. Kemp, esq., has passed his  
final examination in Chinese.

During the absence of Mr G. Harling,  
Mr C. Bune is recognised officially as De-  
puty Vice-Consul for Sweden and Norway  
in this Colony.

Asahideke, one of the eight ponies of  
Mount Fuji in Japan, collapsed suddenly  
on the 28th ult., the huge rocks completely  
destroying in there fall the Hashigome  
station. Fortunately, their approach was  
seen and no lives were lost.

The King has been pleased to appoint  
Mr Maurice W. E. de Bunsen, Secretary  
to His Majesty's Embassy at Con-  
stantinople, to be Secretary to His  
Majesty's Embassy at Paris, with the rank  
of Minister Plenipotentiary. Mr de Bunsen  
has seen a good deal of service in Japan  
and Siam.

It is officially announced that the King  
has been pleased to approve the appoint-  
ment of Mr Henry Charles Major, At-  
torney-General of Grenada, to be Chief  
Justice of Fiji and Chief Judicial Commis-  
sioner for the Western Pacific. He suc-  
ceeds Sir H. Spencer Berkeley, the new  
Attorney-General of Hongkong.

**A Lucky Salvor.**  
An Osaka man named Murino, who  
bought the wreck of the N.Y.K.S. *Sensai*  
*Maru* for 5,000 yen, has already saved  
cargo to the value of 20,000 yen, and will  
probably get 100,000 yen worth more.

**A Serious Accident.**  
Lieutenant Chichester, R.N., eldest  
son of Rear-Admiral Sir Edward Chichester,  
of Yonkton Park, Sherwell, near Barn-  
stable, was badly hurt about the face and  
hands through an explosion, caused by his  
dropping a lighted match on to a bag con-  
taining gunpowder, whilst he was discharg-  
ing a cannon in connection with the  
Commemoration celebration. The injury,  
although painful, is fortunately not of such  
a character as to cause permanent disfigure-  
ment. Lieutenant Chichester served with  
the Naval Brigade at Ladysmith.

**Serious Fire at Shanghai.**  
Just at 10 o'clock this morning (says the  
*China Gazette* of the 8th inst.), fire broke  
out in the old foreign hotel on the west side  
of Suzhou Road, next to Hopkins But-  
chery, which stands at the corner of Ningpo  
Road. The upper portion of the premises  
are used by Messrs Toeg and Reid as offices,  
and by Mr and Mrs Allen as a dwelling  
house, while the basement storey is utilized  
for storing cargo by Messrs Hugo Schuler  
& Co., Schaar and Wernmann and Mr  
Pereira. The outbreak started in the roof  
at the north-east corner, apparently over  
the cook-house, and though the firemen  
were on the spot with a promptitude over  
greater than usual, the flames had got a  
firm hold by that time, the fire having had  
apparently traversed the roof in all direc-  
tions before it was noticed. Mrs Allen  
had just time to take her baby and run out  
without saving anything of her household  
effects, while only a part of Messrs. Toeg  
and Reid's books and papers were saved  
before the whole of the upper story was  
ablaze from end to end. The fire-alarms  
were on the spot inside two minutes of the  
sound of the alarm, closely followed by  
Mr Deluge men, and all the other companies  
were very soon there as well, with the  
result that half-a-dozen lines of hose were  
soon playing upon the Suzhou Road  
frontage. But owing to the density of the  
Chinese buildings all round the premises  
on the other side it was impossible to  
attack the flames from any other direction.  
The efforts of the firemen were directed  
almost entirely to saving the lower part of  
the premises and preventing the flames  
catching the adjoining Chinese houses, and  
in this object they were entirely successful.  
The lower story only suffered from water  
damage. By 11 o'clock the fire was well  
under, but the firemen did not leave the  
scene till nearly 2 p.m. The contents of  
Messrs Toeg and Reid's offices and Mr  
Allen's apartments were almost completely  
destroyed, though we are glad to hear the  
firm saved their books, but a lot of valuable  
and important letters and probably some  
scrip was destroyed. Mr Allen's effects  
were insured with the Sun Fire Office for  
£15,000. Toeg and Reid were uninsured,  
while the contents of the godowns are  
covered in various German offices to the  
amount of between thirty and forty thou-  
sand taels.

Mrs. Meggie. - Do you attempt to keep  
up with the latest fashions? Mrs Meggie  
will have brought to light. Sufferers from  
Scalds, Scurvy, Eczema, Bad Legs, Skin  
and Blood Diseases, Pimples and Sores of any kind  
are solicited to give it a trial to test its value.  
Sold everywhere, at 2d. per bottle. Beware  
of worthless imitations and substitutes.

**LOCAL AND GENERAL.**

**Hongkong Christian Union.**  
The Ven. Archdeacon Banister will  
conduct the prayer meeting on Monday  
evening at 5.15 in the room of the Union,  
13 Deaconsfield Arcade. All are invited.

**The Medical Department.**  
H. E. the Governor, with the approval  
of the Secretary of State, has appointed Dr  
W. J. E. Davies to be an Assistant  
Surgeon in the Medical Department, with  
effect from 10th inst.

**The late Mr D. E. Crawford.**  
There will be a Memorial Service in  
Union Church, to-morrow morning, 14th  
September, at eleven o'clock. This will  
be open to all. The Rev. Charles H.  
Hickling will preach.

**Hungry Students.**  
Germany seems determined at present  
to be well in the observatory line. Having  
annexed the Ancient Chinese astronomical  
instruments from the walls of Peking, two  
German students have now broken into the  
Mount Blanc Observatory. It may be  
thought that they were led by their zeal for  
science. But no, they left the instruments  
untouched, and stole two meat pies.

**Meteorological.**  
From the report on the Observatory  
for the month of August, Mr F. G. Figg,  
Acting Director, it appears that the highest  
temperature - 90.6 - was recorded on the  
30th, and the lowest - 74.2 - on the 10th.  
The mean temperature for the month was  
81.8. Rain fell on seventeen days, and  
the record was 28.5 inches. The highest  
wind velocity was recorded on the 2nd  
August - 32.8 miles per hour.

**The King and the Chinese.**  
An artist of the *Daily Graphic* has re-  
presented the King at the Colonial Review,  
without any Staff, standing all alone at  
about a pace from a body of marching  
Chinese soldiers, with his hand at the  
salute. The impression that such a picture  
will make on the mind of the Chinese, if  
the *Daily Graphic* goes to China, may be  
left to the imagination.

**Exchangeable Tickets.**  
The Messageries Maritimes Company  
has entered into an agreement with the  
Royal Mail and the Pacific Steam Navigation  
Companies for uniform passenger rates,  
the agreement providing that passengers  
with return tickets will also be free in  
future to return by any of the three lines.  
It would probably suit the convenience of  
many passengers to the Far East (says the  
*L. and C. Express*) if a somewhat similar  
arrangement was come to by the three mail  
lines serving the Straits, China and Japan.

**A Successful Balloon Trip.**  
Mr. Auguste E. Gaudron, who was  
accompanied by Dr. F. A. Barton, made  
a successful balloon trip across the English  
Channel on Aug. 9. The ascent was made  
from Beckenham, at 4 p.m., in connection  
with the Coronation programme of festi-  
vities. The balloon passed over Dover  
at 7.45, and descended on the sea-shore,  
nine miles north of Calais, at 8.21. Dr.  
Barton is the inventor of the Barton  
airship, which is now being constructed  
to the order of the War Office.

**The Missing 'Seang Leong.'**  
A Rangoon telegram says: - No in-  
telligence has been received of the steamer  
*Seang Leong*, which left Rangoon on the  
17th July and was due at Amoy on the  
3rd August. She had two saloon Chinese  
passengers, and eighty others, including  
the crew, bound from Rangoon to Amoy,  
and about 170 deck passengers from  
Singapore. The following were the officers:  
- Captain Longman; two officers  
engaged at Singapore, whose names are  
not known here; Mr. Buchanan, chief  
mate; Mr. Poppes, second mate; Mr.  
Jones, third mate; Mr. Reich, fourth  
mate; and a crew of 73. The steamer's  
former names were *Olivegreen*, *Olga Murray*,  
and *Muriel*. Her tonnage was 1,278. She  
was built in 1881 at Newcastle, and was  
bought from the Clan Line three years ago  
by a Chinese firm at Rangoon.

**The Rainfall.**  
The following table gives the monthly  
rainfall at the Observatory to the end of  
August, with the means and extremes for  
18 years -

**RAINFALL AT HONGKONG OBSERVATORY.**

	1902	Mean	Max.	Min.
January	0.29	1.38	8.43	0.00
February	0.02	2.05	7.95	0.02
March	6.48	2.76	16.43	0.17
April	1.84	5.82	14.89	1.84
May	26.75	12.06	48.84	1.16
June	15.44	16.40	34.37	4.97
July	16.26	13.28	28.24	4.57
August	26.61	13.50	27.87	5.20

The rainfall up to the end of August  
amounted to 87.57 inches and was about 20  
inches above the average for that period  
and about 4 inches above the average for  
the whole year. The heaviest day's rain  
was on the 2nd and amounted to 18.06  
inches, this, however, mostly fell in a few  
hours at night, and with the rainfall of the  
early morning of the third amounted to  
about 12 inches in 12 hours, the heaviest  
half-day's rainfall since the great storm of  
May, 1880.

**COLIC.**  
CAUSES a rolling and twisting of the  
intestines, and is accompanied by  
severe pain. Chamberlain's Colic, Cholera  
and Diarrhoea Remedy is the favorite  
remedy for this distress. Every household  
should have a bottle at hand. It may save  
a life. For sale by All Dealers; WATKINS  
Ltd., General Agents.

**TELEGRAMS.**

[CHINA MAIL SPECIAL SERVICE.]  
**WHANGPU CONSERVANCY.**

**FOREIGN CONSULS AGITATE.**  
(From Our Own Correspondent.)  
SHANGHAI, September 13, 10.15 a.m.

The Consul body here is preparing  
to take measures to press the Chinese  
Government to appoint a member to  
the Whangpu Conservancy Board, with a  
view to the commencement of re-  
medial work at an early date.

[REUTERS SERVICES.]  
**RUSSIA AND MANCHURIA.**

LONDON, September 11th, 1902.  
Numbers of Russian troops and immi-  
grants are arriving in Manchuria.

Baron Lesser, Russian Minister at Pek-  
ing, has advised the Russian Commander  
to expel the British employees of the Chi-  
nese Imperial Maritime Customs who were  
sent to resume charge of the Manchurian  
Postal Service.

**THE BOER GENERALS AT THE  
COLONIAL OFFICE.**

The newspapers generally are of opinion  
that the recent conference with the Boer  
generals at the Colonial Office has proved  
valuable, as showing that the grievances of  
the Boers are comparatively slight, and the  
hopelessness of any attempt to re-open a  
closed chapter. The *Post* and *Telegraph*  
condemn the Boer generals for their as-  
tonishing demands, which they attribute to  
Continental councillors.

**THE CHOLERA IN EGYPT.**  
Cholera in Egypt is increasing. There  
were 1,350 new cases yesterday. Since the  
15th July, there have been 20,329 cases  
with 16,209 deaths.

**ACCIDENT ON A P. & O.  
STEAMER.**

The main steam pipe on the P. & O.  
steamship *Borneo* burst at Woolwich dur-  
ing examination by the company's surveyor.

The surveyor, his assistant, the works  
manager, and eight others are injured and  
in hospital.

**THE LATE MR DAVID CRAW-  
FORD.**

The announcement in last night's *China  
Mail* of the death of Mr D. R. Crawford  
(of Lane, Crawford and Co.) must have  
brought to many readers more than a  
passing pang of regret or a momentary  
sense of loss. Than Mr Crawford few old  
residents were better known in the Colony  
or more deservedly held in high esteem. In  
him there met the qualities that make for  
success in business - steady persistence,  
steering integrity, insight and foresight.

His fortunes for many years were those of  
the well-known firm with which his name  
was identified as managing partner, and  
during those many years it is just to say  
that the name of D. R. Crawford stood in  
its own sphere for capacity, shrewdness and  
straightforwardness.

If to light upon evil days is a sadder  
test of character than to live in prosperous  
times, our late friend was tried by adversity  
and not found wanting. Loss came upon  
him after he had retired from mercantile  
life in Hongkong with the intention not  
to return to the Colony. Disaster sent him  
back among us to retrieve his ill-fortune,  
and this he succeeded in doing at a  
time of life when most men who have  
lived strenuously are looking only to the  
ease and quiet of their closing years.

In his delightful home and among close  
personal friends - there was something  
singularly attractive about Mr Crawford.  
He was the soul of kindness, the embodi-  
ment of ready helpfulness. The variety,  
number, and worth of his benefactions was  
considerable. Few persons appealed to  
him in the cause of philanthropy without  
meeting a sympathetic response, and I  
speak from knowledge when I say that one  
had only to represent a deserving object in  
order to have it aided by David Crawford.

There was one characteristic of his that I  
think it instructive to dwell upon. Mr  
David Crawford's knowledge of the Eng-  
lish Bible was astonishingly accurate and  
extensive. He had





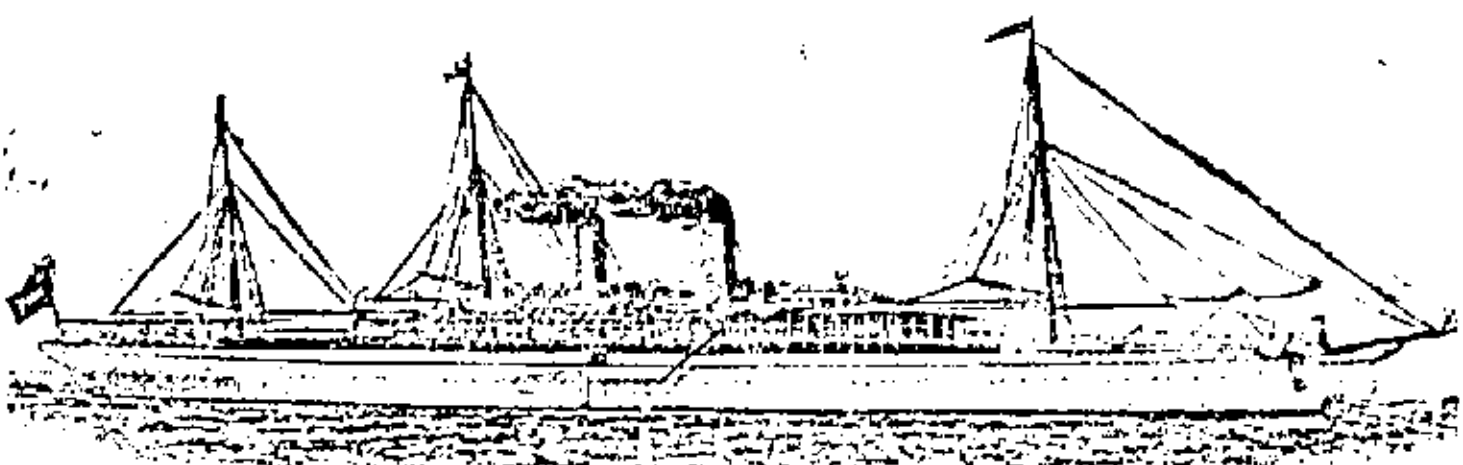


## Shipping.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE AND PENANG.  
S.S. *Königsberg*,  
Capt. MAYER, 17th September, 1902 Freight and passengers.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE AND COLOMBO.  
S.S. *Ranburg*,  
Capt. KROCHEN, 24th September, 1902 Freight.FOR BREMEN, HAVRE AND HAMBURG.  
CALLING AT SINGAPORE AND PENANG.  
S.S. *Freiburg*,  
Capt. PROSEN, 8th October, 1902 Freight.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE AND COLOMBO.  
S.S. *Silva*,  
Capt. BEHRENS, 22nd October, 1902 Freight.For further particulars, apply to  
**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(... SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
**SAFETY—SPEED—PUNCTUALITY.**  
Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *EMPEROR OF JAPAN*, Capt. H. P. BENTON, R.N.R., WEDNESDAY, Sept. 24.  
R.M.S. *EMPEROR OF CHINA*, Capt. R. A. VALENTINI, R.N.R., WEDNESDAY, Oct. 8.  
R.M.S. *EMPEROR OF INDIA*, Capt. O. P. MATHIAS, R.N.R., WEDNESDAY, Oct. 22.  
R.M.S. *TARTAR*, Capt. E. DUTCHMAN, R.N.R., WEDNESDAY, Dec. 3.

THE magnificent TWIN SCREW STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Olympic Games), the variety of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unexcelled on the Pacific, and also Stowage. The "TARTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to  
D. E. BROWN, General Agent,  
PRINCE STREET, HONGKONG, September 11, 1902.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA; FOR PORTLAND, OREGON, AND ALASKA.  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, 13th September, 1902.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.  
*NAKATA MARU*, F. L. SOMMER, MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 20th Sept., at Daylight.*KINSHU MARU*, F. L. PINE, VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 22nd Sept., at 4 p.m.*IOZUMI MARU*, F. W. HUTTON, KOBE. THURSDAY, 25th Sept., at Noon.*YAWATA MARU*, A. E. MOSES, NAGASAKI, KOBE AND YOKOHAMA. FRIDAY, 26th Sept., at Noon.*HITACHI MARU*, J. CAMPBELL, KOBE and YOKOHAMA. FRIDAY, 26th Sept., Daylight.*KUMANO MARU*, E. W. HASWELL, SYDNEY and MELBOURNE, via THURSDAY TOWNS, VILLE & BRISBANE. SATURDAY, 4th October, at Noon.*AWA MARU*, N. TRENT, MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 4th Oct., Daylight.*SHINANO MARU*, W. H. COVE, VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 6th Oct., at 4 p.m.For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Buildings, 1st Floor, Chater Road.  
A. S. Mihara, Manager.  
Hongkong, September 12, 1902.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL. STEAMERS. DUE.  
GLASGOW AND LIVERPOOL. *ACHILLES*. 25th September.  
GLASGOW AND LIVERPOOL. *MENELAUS*. 1st October.  
GLASGOW AND LIVERPOOL. *AGAMEMNON*. 10th October.  
GLASGOW AND LIVERPOOL. *DRACADION*. 16th October.  
GLASGOW AND LIVERPOOL. *PATROCLOS*. 24th October.  
GLASGOW AND LIVERPOOL. *STENTOR*. 30th October.

HOMEWARDS.

FOR LIVERPOOL DIRECT. STEAMERS. TO SAIL.  
(Taking Cargo at London Rates.)  
LONDON. *PERSEUS*. 15th September.  
LONDON. *DARIDANUS*. 16th September.  
LONDON. *DIOMEDES*. 30th September.  
LONDON. *NESTOR*. 14th October.  
LONDON. *ACHILLES*. 28th October.  
LONDON. *MENELAUS*. 11th November.  
LONDON. *AGAMEMNON*. 25th November.For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 12, 1902.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL. STEAMERS. DUE.  
GLASGOW AND LIVERPOOL. *KARON*. 18th September.  
GLASGOW AND LIVERPOOL. *HYSON*. 2nd October.

## TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.  
S.S. *HYSON*. 2nd October.For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 8, 1902.

## CHINA NAVIGATION CO., LD.

FOR SWATOW AND SHANGHAI. STEAMER. TO SAIL.  
SWATOW AND SHANGHAI. *WONGSUNG*. 14th September.FOR FOCHOW. STEAMER. TO SAIL.  
FOCHOW. *CHANGCHOW*. 16th September.Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 13, 1902.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FROM SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SHANGHAI AND AT SOULHAMPTON TO LAND PASSENGERS AND LEGGAGE.  
N.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
Steamers. Sailing Dates.  
PRINCESS HELEN. WEDNESDAY, 17th September.  
PRINZ REGENT LUITPOLD. WEDNESDAY, 1st October.  
PREUSSEN. WEDNESDAY, 15th October.  
HAMBURG. WEDNESDAY, 29th October.  
SACHSEN. WEDNESDAY, 12th November.  
GERA. WEDNESDAY, 26th November.  
KLAUSCHOU. WEDNESDAY, 10th December.  
BAYERN. WEDNESDAY, 24th December.  
KÖNIG ALBERT. WEDNESDAY, 7th Jan., 1903.Steamers of the Hamburg-Amerika Linie.  
ON WEDNESDAY, the 17th day of September, 1902, at Noon, the Steamship PRINCESS HELEN, of the Norddeutscher Lloyd, Capt. G. DANNEMANN, with Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 15th September, and Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 16th Sept., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 16th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.  
For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents.

## NORTHERN PACIFIC S.S. CO.

## BOSTON STEAMSHIP CO.

## BOSTON TOW-BOAT CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. 1902.

*GLENOGLE*. 3750. G. F. Warner. Sept. 20.  
*PLEIADES*. 3753. W. H. Smith. Oct. 4.  
*VICTORIA*. 3502. J. Pantou. Oct. 18.  
*OLYMPIA*. 2857. J. Truebridge. Oct. 24.Steamers marked (\*) have no passenger accommodation.  
THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.Special rates allowed to members of Government Services.  
Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.For further information as to Freight, or Passage, Apply to DODWELL & CO., Limited, General Agents.  
Hongkong, September 12, 1902.

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR SHANGHAI. STEAMSHIP. CAPTAIN. DATE.  
SHANGHAI. *Valetta*. A. G. CURRIE, R.N.R. Daylight, 14th Sept.  
SINGAPORE, PANG AND BOMBAY. *Nankin*. C. J. BENTON, R.N.R. About 17th Sept.  
LONDON. *Ceylon*. W. HAYWARD, R.N.R. Noon, 19th Sept.  
Y.M.A. VIA SHANGHAI. *Socotra*. G. W. BARTON, R.N.R. About 20th Sept.  
LONDON, &c. *Bengal*. A. L. VALENTINI. Noon, 27th Sept.  
SHANGHAI. *Baharat*. R. A. PETERS. About 27th Sept.For Freight only.  
Calling at Colombo if sufficient inducement offers.  
For Freight or passage, and further particulars, apply to E. A. HEWETT, Superintendent.  
P. & O. S. Co.'s Office, Hongkong, September 13, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY. STEAMER. LEAVING. DATE.  
TAMSUI, VIA SWATOW AND AMOY. *DAIIN MARU*. SUNDAY, 14th September.  
ANPING, VIA SWATOW AND AMOY. *MAIDZURU MARU*. WEDNESDAY, 17th September.  
TAMSUI, VIA SWATOW AND AMOY. *DAIGI MARU*. SUNDAY, 21st September.  
FOOCHOW, VIA SWATOW AND AMOY. *ANPING MARU*. WEDNESDAY, 24th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with a modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Wharf at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, MANAGER.

Hongkong, September 11, 1902.

## CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undermentioned.

NEXT SAILINGS.  
"CHINGTU" leaves on 23rd Sept.  
"TAIYUAN" " " 24th Oct.  
"SHINAN" " " 15th Nov.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators, which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.  
Hongkong, September 13, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship TRIESTE, Captain MEOZZI, will leave for the above places on WEDNESDAY, the 17th Inst., p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.  
Hongkong, September 9, 1902.

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Hongkong, September 9, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

THE Company's Steamship TRIESTE, Captain MEOZZI, will leave for the above places on WEDNESDAY, the 17th Inst., p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.  
Hongkong, September 13, 1902.

## Shipping.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship YUENSANG, Captain P. H. ROSE, will be despatched as above on TUESDAY, 16th September, at 4 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, September 11, 1902.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship RUBI, Captain R. W. ALMOND, will be despatched for the above Port on THURSDAY, the 18th Inst., at 4 p.m.

Highest Class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, September 9, 1902.

## NOTICE

MESSAGIERES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL &amp; RIVER PLATE.

ON MONDAY, the 22nd Sept., at 1 p.m., the Company's Steamship LAOS, Captain FRANKS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for Marseilles, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st Sept., 1902. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, September 8, 1902.

## UNITED STATES &amp; CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE TO NEW YORK (VIA SUEZ CANAL).

(with liberty to call at Philippine Ports)

The following steamers will be despatched, as above, carrying Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG.  
S.S. INDRANI. 30th September.  
S.S. INDRAWADI. 1st October.For Freight and further information apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, August 28, 1902.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.  
HUDSON. About 5th October.For Freight and other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Agents.  
Hongkong, September 11, 1902.

## Not Responsible for Debts.

NEITHER the Captain, the Agent, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels during the stay in Hongkong Harbour:—

Lozon, American barque, Capt. Park-Master.  
Willscoff, American bark, Captain C. H. Macdonald—Sailed 1st Oct.

## EAST PRAIRIE RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. C. F. CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.  
Copies may be had at "China Mail" Office. Price 50 Cents each.

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and guarantee safe delivery. We ship on approval, by way of London, the following models:—

Largest Model 22.10 to 24.13  
Medium Model 18.10 to 20.13  
Smallest Model 14.10 to 16.13  
Types, Accessories, Machines, Goods and Sewing Machines. Lowest Freight Rates to all parts of the world. Write for Catalogues and prices.Address: 25, N. 1st St., CHICAGO, U.S.A.  
MEAD CYCLE CO.







